

Maryland Historical Trust

Maryland Inventory of Historic Properties number: M: 23-127

Name: 15017 / MD 650 OVER HAWLING'S RUN BR

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <input checked="" type="checkbox"/> X	Eligibility Not Recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Comments: _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. M:23-127

NAME AND SHA NO.: 15017

LOCATION

Road Name and Number: MD 650 over Hawlings River

City/Town: Ashton vicinity

County: Montgomery

Ownership: State County Municipal Other

Bridge projects over: Road Railway Water Land

Is bridge located within designated district?: yes no
 NR listed district NR determined eligible district
 locally designated other
Name of District

BRIDGE TYPE

- Timber Bridge
 Beam Bridge Truss-Covered Trestle Timber-and-Concrete
- Stone Arch Bridge
- Metal Truss Bridge
- Moveable Bridge
 Swing Bascule Single Leaf Bascule Multiple Leaf
 Vertical Lift Retractable Pontoon
- Metal Girder
 Rolled Girder Rolled Girder Concrete Encased
 Plate Girder Plate Girder Concrete Encased
- Metal Suspension
- Metal Arch
- Metal Cantilever
- Concrete
 Concrete Arch Concrete Slab Concrete Beam Rigid Frame
 Other Type Name

622

DESCRIPTION

Describe the Setting:

Bridge 15017, located in Maryland's Piedmont physiographic zone, carries MD 650 over the Hawlings River in eastern Montgomery County. MD 650 generally runs in a north-south direction. The Hawlings River flows eastward and drains into the Patuxent River. The area around the bridge is wooded.

**Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)**

Bridge 15017 consists of a single, concrete-beam span measuring approximately 40'-0" in length. The carries two lanes of traffic on its bituminous wearing surface. Concrete abutments and wing walls compose the bridge's substructure. Concrete parapets border the roadway. W-beam guardrails protect the bridge approaches.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

Inspection reports do not describe any major alterations to the bridge's fabric or placement.

HISTORY

When Built: 1929

Why Built: Construction of Bridge 15017 may relate to either the State Roads Commission's ongoing effort during the mid-1920s to replace one-lane bridges with wider two-lane spans or the secondary road improvement program.

Who Built: State Roads Commission

Who Designed: Unknown

Why Altered: Not applicable.

Was this bridge built as part of an organized bridge building campaign?: Yes.

Construction of Bridge 15017 may have occurred as part of the State Roads Commission's (SRC) mid-1920s efforts to widen one-lane bridges with new two-lane spans. Alternatively, the bridge may have been erected as part of the SRC's secondary road improvement program.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

A (Events) B (Person) C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

Bridge 15017's construction may relate to broad trends of Maryland's transportation history as a result of its possible association with either the SRC's bridge widening program or its secondary road improvement program undertaken during the 1920s.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

No, construction of Bridge 15017 did not have a significant impact on the surrounding area's subsequent development or growth.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, Bridge 15017 is not located within an area potentially eligible for historic designation.

Is the bridge a significant example of its type?

No. Research has not indicated Bridge 15017 is a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Yes, Bridge 15017 retains fair integrity of its character defining elements. The bridge's beams and slab, its parapets, and its abutments and wing walls have not been greatly altered by repairs.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the State Roads Commission's bridge building.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. M:23-127

Should this bridge be given further study before significance analysis is made, and why?

No. Further study is unlikely to reveal any additional information linking Bridge 15017 with any significant patterns, events or persons, or associations with significant engineering and/or methods of construction.

BIBLIOGRAPHY

Maryland State Highway Administration

Bridge Inspection Reports. On file at 707 North Calvert Street, Baltimore.

Spero, P.A.C., & Company, and Louis Berger & Associates, Inc.

1994 *Historic Bridges in Maryland: Historic Context Report*. Maryland State Highway Administration, Baltimore.

State Roads Commission of Maryland

1930 *Report of the State Roads Commission of Maryland for the Years 1927, 1928, 1929 and 1930*. Baltimore.

1933 *Financial Report of the State Roads Commission of Maryland for the Years 1929 - 1930 - 1931 - 1932 and Addenda 1933*. Baltimore.

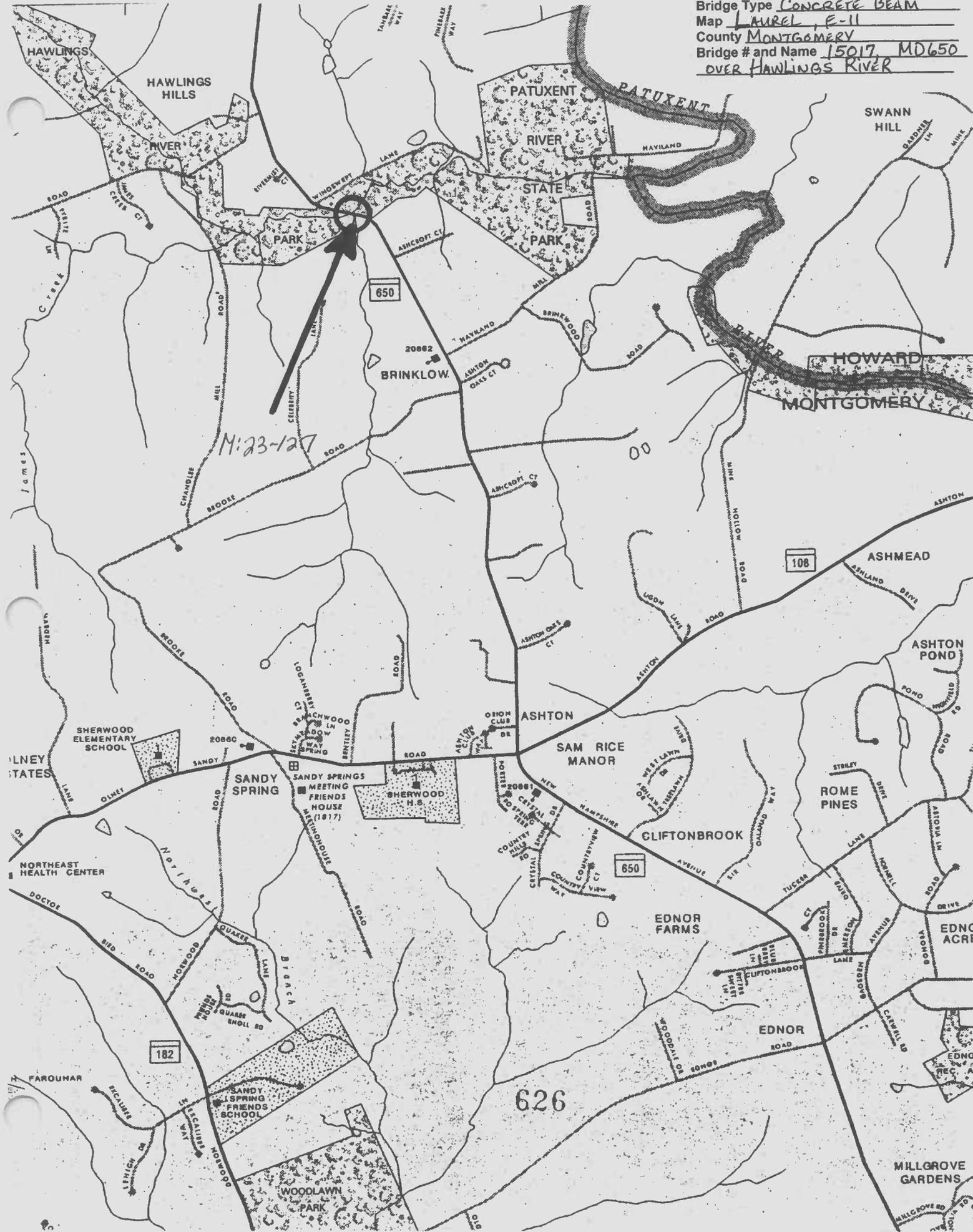
1958 *A History of Road Building in Maryland*. Baltimore.

SURVEYOR INFORMATION

Name: Stuart Paul Dixon/Steven Linhart
Organization: KCI Technologies, Inc.
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Date: 13 May 1996
Telephone: (717) 691-1340

Maryland Historic Highway Bridges
Bridge Type Concrete Beam
Map LAUREL, E-11
County MONTGOMERY
Bridge # and Name 15017 MD650
OVER HAWLINGS RIVER





Inventory # M:23-127

Name 15017-MD650 OVER HAWLINGS RIVER

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH SOUTH

Number 1 of 35 ⁴



Inventory # M: 23-127

Name 15017 - MAUSD OVER HAWKINGS RIVER

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION EAST

Number 2 of 35 ~~4~~



Inventory # M:23-127

Name SD17 - MOUND OVER HAWLINGER RIVER

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH NORTH

Number ³5 of ⁴35



Inventory # M:23-127

Name 15017 - MD 650 OVER HAWKINS RIVER

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION WEST

Number 4 of 35